

OPPOSE PARCELS POST

National Board of Trade Delegates Vote Against Plan.

AGAINST TARIFF REVISION

Report Favoring Changes Is Presented, But Is Rejected After Warm Discussion—Frank D. La Lanza Is Re-elected as President—International Arbitration Is Favored.

After an animated discussion, lasting the entire afternoon, the National Board of Trade, in session at the New Willard, put itself on record yesterday as being opposed to any legislation for the establishment of a parcels post in connection with the Post-office Department of the United States. The board also refused to adopt any recommendation for a revision of the tariff.

Two resolutions, one favoring a parcels post and the other favoring a revision of the tariff, were offered for action by the board. The matter was referred to the postal affairs committee of the board. Seven stood for the affirmative and six for the negative.

Eventually the resolution, which is as follows, was adopted:

Whereas, present agitation in favor of the establishment of a parcels post in connection with the Post-office Department of the United States, is being used in many directions; and

Whereas, the National Board of Trade recognizes that circumstances in this country in regard to social conditions, length of haul, density of population, lack of monopoly of carriage, impracticability of the establishment of a zone system, and, under an extensive development of a parcel-post system, such as exist in several foreign countries, certain to entail a loss upon the government of most serious proportions amounting to many millions of dollars for equipment and operation; and

Resolved, That the National Board of Trade is opposed to any legislation for the establishment of a parcels post in connection with the Post-office Department of the United States.

Many Delegates Elected.

The following delegates spoke on the subject during the meeting: C. W. Burrows, Cleveland; David Hutzler, Baltimore; G. Waldo Smith, New York; F. E. Mussy, Springfield, Mass.; Michael Ryan, Cincinnati; W. A. Purpus, Philadelphia; H. T. Newcomb, Washington; F. L. Hitechcock, Scranton; T. James Fernley, Philadelphia; John D. Croxton, Philadelphia; Homer H. Johnson, Cleveland.

Frank D. La Lanza, of Philadelphia, was re-elected as president of the board. Ambrose Swasey was selected as vice president, and P. M. Estlin, of the same city, as secretary. W. R. Tucker, of Philadelphia, was chosen as treasurer.

The report of a committee on recommending a revision of the tariff was brought up at the morning session. Considerable discussion, the first spirited debate of the meeting, followed the introduction of the report, showing that there was a marked difference of opinion with regard to the adoption of the question. Later the board refused to adopt the tariff-revision recommendation.

A resolution was adopted favoring international arbitration. The report also petitioned the President to instruct delegates to the next Hague conference to urge favorable consideration to three measures which will greatly conduce to the peace and welfare of the world—a plan by which the Hague conference may become a permanent congress of the nations, a general arbitration treaty for the acceptance of all nations, a plan for the restriction of armaments, and, if possible, for their reduction by concurrent international action.

Touch on Japanese Trouble.

Another resolution adopted favorably dealt with the recent unpleasant incident between the United States and Japan. It provides that in the absence of necessary legislation Congress should enact such laws to prevent a recurrence of a similar misunderstanding. Both governments are complimented for their good sense in preserving friendly relations. Congress is urged by another resolution to increase the agricultural appropriations until proper experiment stations shall be established in each community where climate or soils presents peculiar problems.

A resolution recommending the appropriation of not less than \$50,000,000 for the improvement of waterways was adopted. Amendments to the interstate commerce act that will permit proper railroad traffic agreements were also recommended to Congress. Various other resolutions were passed upon.

Previous to the afternoon meeting the delegates of the national board, together with those of the foreign countries convention, visited the White House, where they were received by President Roosevelt.

The board will convene this morning, when it is expected the business of the convention will be concluded.

ROOT TO SPEAK IN OTTAWA.

Arrangements Made for Him to Address Canadian Club.

Secretary of State Root leaves within a few days for Ottawa, Ontario, where he will be the guest of Earl Grey. He has accepted an invitation to attend a luncheon given in his honor by the Canadian Club of Ottawa on Tuesday. Secretary Root has consented to make an address before the club during the luncheon.

Gompers Home from Cuba.

Samuel Gompers, president of the American Federation of Labor, arrived home yesterday afternoon from his Cuban trip much improved in health and with a more complete understanding of the labor question in that island.

The labor leader arrived at 4:30 o'clock from New York, and immediately drove to the Typographical Temple, where he took up his correspondence.

Three Valuable Lots Conveyed.

Papers were filed yesterday in the office of the recorder of deeds by the American Security and Trust Company, conveying to Moses Goldenberg three lots at the corner of Seventh street and Rhode Island avenue, at an appraised value of \$35,000. The property is part of the estate of Mr. Goldenberg's parents, and the conveyance was through the company named and William Hitz, executor.

Insurance Trustees Elected.

The stockholders of the Home Plate Glass Insurance Company held their annual meeting yesterday at the offices of the company, 918 F street northwest, and elected the following trustees: John B. Lerner, A. H. Stephenson, A. S. Taylor, Thomas Somerville, George Sprang, Philip F. Lerner, and R. G. Davis.

Herald Want Ads

Will be received at Campbell's Pharmacy, 1140 and Park sts. and promptly forwarded to the main office.

PRESIDENT SPEAKS FOR SHIP SUBSIDY

CONTINUED FROM FIRST PAGE.

customs revenues, 45 per cent to be turned over to the government of the island for its own expenses, the remainder to be applied in accordance with the agreement entered into between the republic and her creditors, for the settlement of her debts.

Plan Is Effective.

"Meanwhile, for two years, the island has been going on under a tentative agreement to the same effect, and how well it has worked is proved by this fact alone. Santo Domingo has received but 45 per cent of her revenues, yet that 45 per cent as collected by the officials whom we have sent down there has given her a larger revenue than she has ever had before, even when she nominally got all of it. Meanwhile, the rest of the money collected is being accumulated, and already forms a very substantial nucleus for the payment of the entire debt; and that, in whatever shape, perpetuated, the chance of disorder is lessened (because one great object of revolutions in Santo Domingo has been to get possession of the customs revenues) and that possession is denied, while the chance of foreign interference has vanished, and we are saved from the disagreeable possibility of having to intervene in the island. I think that these objects are worth accomplishing, and if Mr. Root has his way, or any reasonable portion of his way, they will be accomplished.

"Second, as to the consular service. I wish now to express my deep sense of obligation to this gathering for the way in which its members in time past have worked to secure the putting of the consular service of the United States upon a proper basis of efficiency and further efficiency. You recommended the passage of a law to secure these ends by Congress. There has been some little question as to whether such a law would be constitutional, because it limits the power of appointment, its opponents expressing the most ardent desire that my constitutional powers should not be infringed. I am glad to say that I am totally unopposed to it. It was advanced that it was impossible to limit the President's power as I have recommended that it should be limited.

Regulations in Force.

"Without discussing the constitutional question raised, I may only say that Congress did not limit it last June. Secretary Root did, and we have adopted regulations which in effect put into force the measure as you recommended that it should be enacted into law, providing for a system of promotion so that the higher grades should be filled up by promotion of those who prove themselves worthy, and providing for a system of rigid tests of the fitness of those in your private business each one of you knows that you will often find that some man becomes unsatisfactory, and that it will be an advantage to get rid of him; but you would not want to try him in a consular office, in all branches of the service, civil and military, I keep and shall continue to keep a wide door of exit for the unsatisfactory, as to whether the door should be closed or not being a purely academic character, because I alone have power to close it.

"Now, gentlemen, I am not prepared to discuss whether or not it would be wise to amend the Constitution to enable us to enact into law such a system as you advocate, which system has been put in force by Executive regulation in the consular service. If so, I very much wish that the Congress would at least pass a resolution expressing approval of the action of administration in establishing this system of regulation. This would largely accomplish the object of putting the system on a permanent basis.

Reverts to South America.

"Finally, gentlemen, I wish to speak of the effort which we are now making to extend and strengthen our commercial relations with South America and the Orient by the passage of laws designed to secure swift and adequate communication by steam with South and Central America, Asia, and Australia. I must frankly admit that I never fully realized the importance of this movement; that I never took a very great interest in it, until after Mr. Root came back from his momentous South American trip last summer, and after listening to what he had to say as to the humiliation it was to us nationally and the loss to us materially to have our merchants, our residents in South America in the position of finding that normally they had to communicate with the northern half of their own hemisphere by sailing ships.

"Mr. Root's trip to South America was designed especially to give proof of, and at the same time to strengthen the bonds of friendly interest that knit the republics of the hemisphere together. He found that there was a general feeling down there among the people themselves, and among Americans there resident, that in addition to political friendliness, there was a feeling of intimacy, and that it was quite impossible to get such commercial intimacy without a far better system of communication between North and South America.

"The progress merely will be of benefit to all sections of our country, and that is one reason why it is so eminently fitting that an organization like this, representing East and West, North and South, the Pacific and the Atlantic, the interior as much as the seacoast, should take the interest it does in this question. For, of course, it is not only the seaboard cities that are interested in lines of ships to South America, but the interior cities send what is in the ships, and they live in the interior just as much as on the seacoast.

"A bill has been prepared almost exclusively in line with Secretary Root's Kansas City speech, and with the recommendation contained in the report of the Postmaster General and the Secretary of Commerce and Labor. It is not an experimental bill. It is modeled almost exactly on the recent Cunard contract with the British government. It covers communication with South America and the Orient. In South America the chief aim is to provide better American lines to the commercial countries of South America—better lines than the present foreign lines of steamships that go there.

"At the present time the only big ships carrying the American flag which those republics see are our war ships. I want them to see some peace ships as well. I want the republics of South America to be convinced not only of our political friendship, but of our trade friendship also. This bill is an absolute necessity if we are to meet foreign competition. American ships are at a disadvantage in competition with those of other countries, because we demand better treatment in the shape of wages, food, and accommodations for our seamen.

"We cannot afford to do otherwise, and therefore we must meet foreign competition in some other way than at the expense of the seamen on our ships. This is the only way to meet the competition in the world's foreign trade as at present there are 196 ocean steamships of sixteen knots or more, and of those fully 150 now draw subsidies, postal, admiralty, or both, from foreign governments.

"In the world's foreign trade as at present there are 196 ocean steamships of sixteen knots or more, and of those fully 150 now draw subsidies, postal, admiralty, or both, from foreign governments. In this country as well as battle ships. They must be fairly well employed on large projects of construction or they cannot be thoroughly efficient.

"The British fleet, for example, built at a speed three times as great as we can show here in building similar ships, because they have shipyards that are kept fully employed, and they have therefore a proper basis of shipbuilding and ship repair. This bill would for some years supply just the incentive that is needed in that direction.

Other Things Involved.

Besides the considerations of trade involved in this bill, do not forget that there is not in all the world a doctrine advanced by any civilized power which is more emphatically in the interest of the peace of the world than the Monroe doctrine.

"The Monroe doctrine is, of course, essentially one that has reference to South and Central America. This bill devotes annually a little over \$2,000,000 to building twenty fast steamships for the South American lines. In the next place our interests in the Pacific are properly cared for under this bill, for we devote nearly \$1,800,000 to sixteen steamers which are to traverse the Pacific Ocean, taking our Pacific possessions—Hawaii and the Philippines—and the trade with the great countries of Asia, and with the great English-speaking commonwealths of Australia and New Zealand. The bill is well balanced geographically.

"On the Atlantic fourteen steamers; on the Pacific, taking in the trade of the Pacific with South America, with Asia, and Australia, twenty-two steamers; and on the Pacific, taking in the trade of the Pacific with South America, with Asia, and Australia, twenty-two steamers; and on the Pacific, taking in the trade of the Pacific with South America, with Asia, and Australia, twenty-two steamers.

"The bill does not touch upon the question of the Pacific. It is a bill which is a little larger than the Atlantic, and anyhow, all good Americans are good Westerners. During the century that is now opening the development of the Pacific is a great phenomenon in the development of the human race. Not only is America, and I am happy to say now, South America as well as North America, certain to be a part of the great development which is now going on in the world, but we shall also see a similar development in Australia, while Asia's growth is no less certain. Surely our people will not be content to lag behind others in the peaceful and friendly contest to see which nation can best do its full share of the commercial work of the world.

Provides Naval Reserve.

"The bill does another thing. It provides for a naval reserve, such a reserve as we need for our navy. It is a matter for honest pride to every American that we now have a navy respectable in size, and a good deal more than respectable in the character of the ships and the character of the men aboard them.

"Our aim must be to provide a naval reserve which will be in the event of war draw a certain number of men already trained for their work. A modern battle ship is one of the most delicate and complicated of all bits of mechanism, and a raw man cannot train a man to be of any use aboard a battle ship after war has begun. In the event of war the usefulness of our ships will depend mainly upon the quality of the men already aboard them and upon the number of men who are in the navy. The number of men who can be put aboard them all at once to do as good work as those already aboard.

Courtesy Is Valuable.

"Courtesy is not an expensive commodity, but it is a mighty valuable one. It is a quality which every public man, but our publicists and our private men who address public meetings, will remember that while it is purely our own affair as to the standard of manners we observe in dealing with one another, it is not so when we deal with outsiders. It behooves us all invariably to use a tone of courtesy and consideration in dealing with any foreign country. That is one side of it; but there is another. Let us not give any other nation any cause for offense; and, on the other hand, keep our navy at such a pitch of efficiency as to make it a strong provocative of good manners in other nations.

Cannon Is Cheered.

Just as the President concluded his speech Joseph Cannon, Speaker of the House, came in, and was greeted with cheers. The chairman declared that the speech of the President met the approval of every one present, and that the convention was glad that its work met the approval of the administration. He was quite sure that all the right-minded members of the convention abroad and the square deal at home. Although Secretary Root had

spoken to the convention the day previous, the chairman called on him anyway, but Mr. Root contented himself by saying that all of the public servants of the people in Washington were glad to be commended for their work. They were subject to misstatements and unjust criticism, which hurt them, and he was thankful for the voice of this convention which brought the servants of the administration to the attention of the people, and he thought them for including his name in their commendation.

Speaker Cannon, who followed, remarked that he had said all that he had to say in an address when a delegation from the convention had called on him at the House. He said that he wanted to endorse strongly the views expressed by the President, though he had only heard the first part of them. He said: "It is dangerous sometimes to endorse things you know nothing about, but I am sure that I would have endorsed the whole of it if I had heard it." He was glad to meet so distinguished a body of citizens, who represented all parties and no party, all churches and perhaps no church; he was astonished that so mixed a gathering had got together and had done its work so well, anybody being killed. It was a good deal better than they could do in Congress.

Bad as Senate—Sometimes.

"Why," he said, "sometimes, even in the House, we get as disorderly as the most disorderly body in the country—the Senate of the United States." Speaker Cannon spoke strongly in favor of the ship-subsidy proposition, told about the extent of our trade, and urged that we needed protection from the government greater than we had at present. He had absolutely no sympathy for any tendencies toward free trade. As to the proposition of a maximum and a minimum tariff, he said that he was not in favor of a maximum tariff, but he was in favor of a minimum tariff.

Gov. Claude A. Swanson, of Virginia, was the next speaker, his toast being "The South and Its Industries." He made an eloquent and forceful speech, in which he told the South that it had accomplished in the history of the country. He was followed by Hon. Edwin Warfield, governor of Maryland, who closed the banquet.

Convention Is Closed.

The convention came to a close yesterday afternoon when the delegates adjourned, with the capital for the purpose of becoming acquainted with the Speakers of both houses and the Senators and Representatives, and to impress upon them the importance of the resolutions that have been adopted during the meeting.

After the most spirited debate of the convention a resolution was adopted in the morning to the effect that the American merchant marine should be re-established, and that new steamship lines should be opened, especially with South America and Asiatic ports. To this end the American government should take steps to American-built-and-manned ships were recommended for all services, including the carriage of mails and the right to use the ships in time of war.

A resolution recommending that the Department of Commerce and Labor use its influence for the passage of a uniform law regarding bills of lading to foreign ports was adopted. A vote of thanks to President McCarroll and E. A. Tamm, both of the New York Board of Trade and Transportation, which brought about the convention, was taken. Before adjournment President McCarroll stated that the meeting had been the most important in the history of his kind ever held in the United States.

An invitation was extended to the delegates to meet with the Chamber of Commerce in the city next summer, when a conference will be held for the extension of foreign commerce and the trade of the Pacific. The invitation was given by T. M. Hatch, of Honolulu, who was a delegate to the convention.

STONE CONTRACTORS MEET.

Annual Banquet of National Association to Be Held To-night.

The annual banquet of the National Cut Stone Contractors' Association, which is holding a convention in the city, will be held at the New Willard this evening. The association held its first meeting yesterday at the New Willard, at which about a hundred delegates from all parts of the United States and Canada are in attendance.

Matters pertaining to the trade of the contractors in the cut stone business were discussed at the meeting yesterday. The competitors of the contractors are the men who are in the business of manufacturing artificial stone. The idea of the association is the advancement of the cut stone trade, and consideration for the adoption of machinery for work in the quarries. Urgent is the present system, the great expense to the cut stone dealers is for labor in quarrying the material which they use.

Robert E. Harbach, of Chicago, is president of the association. Henry Struble, also of Chicago, is secretary. The election of officers for the ensuing year will take place to-day.

LUMBER MEN SEE PRESIDENT.

Complain of Disastrous Effects of Car Shortage to Their Industry.

The executive committee of the National Reciprocal Demurrage Convention, which has been holding its sessions in Chicago, called on the President yesterday morning, and had a talk about the disastrous effects of the car shortage. In the delegation were several large lumber manufacturers operating in the northwestern States. The President said the lumber trade has suffered more than any other industry from the failure of the railroads to furnish sufficient number of cars.

The lumber men met to meet him again this morning, with members of the Interstate Commerce Commission, when the matter will be discussed with reference to the proposed amendments to the Interstate commerce law.

EXPORTERS NOW UNITED.

National Association Is Formed by American Manufacturers.

The National Export Association of American Manufacturers was organized yesterday, many of the members being among the delegates to the meeting for the extension of foreign commerce, which closed its first session yesterday. The object of the organization is to place American manufacturers on an equal footing with the producers of the other nations in the export field. The association will establish headquarters for American industries in the northwestern States. The idea and one of the purposes of the body is to create a popular demand abroad for goods that are manufactured in the United States. R. Wohlfarth, 179 Broadway, New York, was selected as the secretary.

Chicago Asks for Information. Information relating to the method pursued by the District government in regulating the tax collection from telegraph companies operating in the city is requested by the Commissioners by V. B. Snow, chairman of the committee on compensation of the Chicago city council. The communication was referred to District Assessor E. W. Griffin.

Plumbers Finish Hearing.

With the hearing of two witnesses yesterday afternoon by the board of arbitration in the plumbers' controversy, the hearing was concluded, and the decision of the board will follow as soon as it has considered the full testimony. The witnesses who were called were Joseph Richardson and William A. Langley, of the master plumbers.

MERCHANTS APPROVE

Business Men's Association Advocates Cheaper Gas.

RESOLUTIONS ARE ADOPTED

Directors Go on Record After Question Is Warmly Discussed—Danger of Losing Privilege of Free Delivery of Freight Is Pointed Out—Interstate Commerce Ruling Cause.

"Resolved, That the directors of the Business Men's Association hereby go on record in favor of the regulation of gas, so that the charge to the consumer shall permit a fair and reasonable profit to the company, which produces it, and no more. That the La Follette amendment to the District of Columbia bill, compelling the Washington Gaslight Company to make a full annual statement to Congress of its receipts, disbursements, and other expenses, together with an account of its stock, dividends paid, assets, debts outstanding, and such other matter as shall enable the public thoroughly to understand the condition of said Washington Gaslight Company, is hereby approved and heartily commended."

This resolution was adopted at last night's meeting of the directors of the Business Men's Association, after a long and interesting discussion of the subject. Dr. H. L. E. Johnson submitted the resolution, and moved its adoption, making a preliminary statement that it was not his intention to place any unjust burden on the gas company, but that he was convinced the users of gas in Washington were being taxed too high for the product, and that relief ought to be had either in the legislation pending or some similar measure that would set the price of gas at a figure which would favor the people as much as the persons who had invested their money in gas stock.

Chapin Brown Opposed.

Chapin Brown took exception to the resolution, and started a debate, which lasted an hour and a half, in which the subject was well threshed out and the resolution slightly amended in form, but not in meaning. Mr. Brown counseled against hasty and ill-considered action and worked hard through the debate in one way and another to postpone action, or make the terms of the resolution less drastic in expression. He made use of pretty much all the stock arguments against the attack upon vested rights, the lack of data upon which to form conclusions, and the danger of setting limits to gas production which would amount to destruction of the earning power of the plant.

Mr. Brown was answered by William F. Gude, Allen Albert, Dr. Johnson, and others. Mr. Gude brought out the facts relative to the hearing at the District Building before the Commissioners, and took the admissions of the attorneys of the company with reference to the original cost of the plant, the scheme of a few years ago to capitalize the property of the Georgetown Gas Company at \$12,000,000, the issue of over \$2,000,000 of gas certificates to wipe out unexpended profits, and the cost of gas reported by the company's officers.

Mr. Albert discussed the question from the view of the economist, showing that the gas company was making use of a public right with which to earn its dividends, and laid down the principle that because of the nature of its franchise, its lack of competition, its production of a commodity for public consumption of wide distribution, it ought to have only a return for its capital, and should not receive a fair per cent, such as a loan upon real estate security or similar investment.

Resolution Is Changed.

It was at this point that the preamble was objected to by several members of the board, and a substitute resolution framed which covered practically the same ground. The original preamble was as follows:

"Whereas the House of Representatives, in 1901, taking action on a bill to reduce the rate of gas to the city of Washington, passed a resolution, moved to recommend said bill with the following instructions to the District Committee: 'On and after July 1, 1902, the Washington Gaslight Company shall furnish gas to the people of the District of Columbia for 90 cents per 1,000 cubic feet; on and after July 1, 1903, at 80 cents per 1,000 cubic feet; on and after July 1, 1904, at 75 cents per 1,000 cubic feet; which instructions were disregarded and even contradicted by the fact that said District Committee reported the bill back with the recommendation that there should be no reduction in the price of gas.'

Wilton J. Lambert brought before the meeting the subject of free delivery of freight in Washington, and pointed out that this privilege, enjoyed for many years, was in danger of being taken away. He cited the completion of the city of Philadelphia now pending before the Interstate Commerce Commission, in which it is set forth that the Baltimore and Ohio Railroad Company delivers freight to consignees in Washington free of charge, and petitions the commission to allow the same privilege to Philadelphia merchants.

Mr. Lambert said he had consulted the officials of the railroad, who had said to him that if the commission ruled that the privilege should be extended to Philadelphia and other cities, it would be necessary to withdraw it in Washington and Baltimore, where it is now practiced.

Work to Retain Privilege.

Mr. Lambert thought this would mean a large additional expense to the merchants and citizens of Washington, and recommended that the association do all in its power to retain the free-delivery privilege. His report was unanimously adopted.

A report offered by Charles Clagett, recommending that the efforts of the association be directed toward including in the District appropriation bill an item to provide steel files for the records of the Equity and Law courts of the District was adopted.

A report submitted by W. S. Knox on the condition of transportation over the Brightwood line of the Washington Railway and Electric Company was disapproved, and the matter referred to a special committee for investigation and report at a special meeting to be called in the near future. The special committee is composed of L. P. Shoemaker, Chapin Brown, Wilton J. Lambert, F. G. Coldren, and Albert Schulte. R. P. Andrews, O. G. Staples, W. J. Lambert, B. S.

PAINTLESS EXTRACTING FREE

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